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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTHS.

On 10th October, at Conway Terrace, Fulgerton, the wife of W. H. Phillips, F. I. Inst., late manager of the Pungim Gold Mines, Fuhang, of a daughter.

On the 17th November, at "Glanawee," Scott's Road, Singapore, the wife of D. PARRY DAVIES, of a son.

At "Clarendon," Tangle, on the 18th November, the wife of D. Maw, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, December 1st, 1900

The opening to public traffic by His Excellency the Governor on Thursday afternoon of the new Pier was an event of some little importance in local chronicles. The pier is the first that has been built on the site, but at the same time it replaces the old Pedder's Wharf, so long familiar to the public, which was close to the Hongkong Hotel. This wharf was built of wood and had been more than once renewed. Always an inadequate landing-place for the centre of the city of Victoria, it was also always more or less of an eyesore, being a rough erection with a somewhat ragged match on its shore end. It was called Pedder's Wharf presumably because it stood at the foot of Pedder's Street, and this very central but short thoroughfare was named after a former Harbour Master, Captain PEDDER. Now that the street has been lengthened and a new pier erected at its termination there was, of course, no reason why the old Harbour Master's name should be perpetuated in connection with it, more especially as the new wharf at the termination of Ice House Street has been dubbed New Pedder's Wharf. His Excellency the Governor therefore could see no objection to giving his own name to the new pier, which will accordingly be known as Blake Pier. The pier is undoubtedly a great improvement on all previous landing stages constructed here, but it is certainly hardly worthy, in its present condition, of this great port. Sir HENRY BLAKE has, evidently, recognized this fact, for in the course of his speech at the opening ceremony he promised to have provision made for the accommodation, shelter and rest of the passengers using it. He said he thought the pier should have a

roof, in order to give shelter in wet weather; and he might have added also from the fierce rays of the sun in summer. The public landing stages at Colombo, Penang, and Singapore are all roofed over to their full extent, and certainly Blake Pier should afford protection from sun and rain to those using it. We are quite ready to admit that here we have to consider the typhoons which periodically play havoc with all structures that oppose resistance to the wind, especially when situated near the "water." It is possible that it may be found inadvisable to roof the whole structure or even to cover it with anything more substantial than a mat roof. If this should prove to be the case, however, we hope that something more tasteful than the ragged-looking mat-sheds which usually disfigure our wharves may be erected on Blake Pier, and that the central city landing-stage may be made a credit and not a reproach to the port.

The announcement made by the Governor of his intentions with regard to the Clock Tower was received with general satisfaction. He said:—"I am glad to hear from the Director of Public Works that the timely precaution has been taken to so arrange the foundations that in time to come the Clock Tower may be erected at the base of the pier. I hope that by next year I shall be able to include in the Estimates a sum to provide for the removal of the Clock Tower from its present position, where it is a serious obstruction to traffic, and its replacement, at the base of this pier." When the Clock Tower was erected, in 1862, nearly forty years ago, the traffic was not a fifth of what it now is, not a single jinricksha existed in the Colony, bicycles were unknown, and vehicular traffic was confined to the few traps and carriages in which the residents were wont in the evening to tool out on the Shaukiwan Road. The tower then as now filled up the greater half of the space at the junction of the thoroughfare with Queen's Road, but there was never much chance of collisions in those days, when the only noise of traffic arose from the thud of the chair-coolies' feet as they carried the *taipans* down to their offices. Since the introduction of jinrickshas and bicycles and the enormous increase of pedestrian traffic, collisions have become constant in this busy portion of the city, and the time has indeed fully arrived when the Clock Tower should be moved forward. It was originally erected by public subscription, and the clock was presented by Messrs. DOUGLAS LIPPAK & Co. The tower never was exactly a "thing of beauty," though it is not an ugly structure, and it is so jammed in by lofty buildings as to be more or less obscured from view. On the new site prepared for it at the foot of Blake Pier, it will stand out in relief, for it will project in front of the Praya, and be visible for miles along the water face. We trust, however, that the new Clock Tower will be better proportioned than the original, more imposing, and more in keeping with the new surroundings. It should be not less than 175 feet in height and should be built of granite from base to summit. The faces of the clock should also be larger, and it will, we trust, be illuminated by electricity. The clock will then be what it was originally designed to be, and was for many years—a boon to the residents and to the shipping alike. It would be a great pity to set up anything that was not both useful and ornamental on such a site. We have not much to boast of architecturally, and a splendid opportunity now occurs to mark the centre of Victoria by a really imposing and beautiful tower, which would point the way and give the time to all arriving on our shores. The Government were never in so good a position to spend a little money on the adornment and convenience of the city. They will have a largely increased revenue during the current year and the sale of land goes on merrily. Sir HENRY BLAKE is therefore most fully justified in carrying out this much needed improvement, and we trust that he will proceed to inaugurate it without any more delay than is necessary to decide on the plans for the new tower.

A sham fight took place at Yau-mai yesterday between the blue-jackets and marines from H.M. ships at present in the harbour. The blue-jackets formed the attacking, and the marines the defending force.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Wong Lai Chuen \$5
Tsung Si Kai \$5

The chaplain of the Missions to Seamen appeals to the public for old newspapers and magazines for the use of the seamen on the ships in harbour. Parcels may be sent, we are told, addressed to Mr. Ashman, manager, the Star Coffee House, D'Agulha Street, or to the Kowloon Institute. If more convenient to donors of books, &c., a codicil will be sent to any address on receipt of a note intimating that parcels are ready for delivery. The Chaplain tenderly thanks those who have kindly contributed used literature to the seamen in the past, and trusts this appeal for a renewal of their bounty will not be in vain.

Three cases of cholera and one death occurred at the Lunatic Asylum, Singapore, on the 17th ult. No further cases are reported by the latest Singapore papers.

The Siam Electricity Co. at Bangkok is about to absorb both the tramway companies—the Bangkok Tramways Co. and the Siam Electric Railway Co. All three are Danish companies, and their amalgamation has been talked about for a considerable time.

A Moji despatch states that the British steamer *Lienching* sprang a leak while in port and seemed in danger of going down. Salvage vessels were despatched from Moji and Shimonsaki. The cause of the incident is not known.

The O. S. K. steamer *Tajien Maru*, which was built by the local Kawasaki Dockyard Co., will be handed over to her owners on or about the 25th inst. and will sail for Formosa to take her place on the run between Keelung and Hongkong.

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The steamer *Ohyo Maru*, which left Port Arthur on the 17th ult., arrived at Nagasaki yesterday. An officer of the steamer states that the temperature of Port Arthur was down to 30 when the steamer left. Four warships and several torpedo boats and transports were in port. Martial law was still rigorously enforced. The steamer sailed for Karatsu later in the day to load coal for the Russian troops.

The Osaka Shosen Kaisha's new sea-going steamer *Tsuisin-maru*, which has been under construction at the Kawasaki Shipbuilding Yard, Kobe, has been completed, and the new steamer was to be handed over to her owners on or about the 25th ult. She will be employed between Tamsui and Hongkong, in place of the *Maisuru-maru*, which is to be transferred to the Korean line.

On the 17th ult. Tokyo was visited by excessive cold, accompanied by a storm. Eight men were frozen to death. The Kobe train leaving there at 10 p.m. on the 16th ult. had to stop at Oiso, as the iron bridge at the river Basin was reported to be in a dangerous condition. The down trains leaving Shimabashi at 4.35 and 6.20 p.m. had also to stop at Oiso, owing to the same reason.

The French cruiser *D'Entrecasteaux*, from Yokohama, arrived at Nagasaki on the 21st ult. The cruiser has on board three officers and 80 men of the transport *Caravane*, sunk off Ojijima after colliding with the Japanese transport *Yamaguchi Maru*. The commander of the cruiser is understood to be the bearer of an important report for the Home Government in regard to the collision.

Papers by the Canadian mail state that H.M.S. *Condor* has been commissioned to replace H.M.S. *Phaeton* on the Pacific station and would leave for Esquimaux on the 28th ult. She is a new steel sloop-of-war, carrying 120 men. She is equipped with six four-inch and six smaller quick-firing guns. She has a displacement of 980 tons, has a speed of 19½ knots, and has machinery of 1,400 h.p.

The band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m. The programme will be:—

March....."Messico".....Cox
Intermezzo....."Endoria".....Andre
Valse....."Sourire d'Avril".....Depret
Selection....."The Chieftain".....Sullivan
Song....."Hushen".....Newham
Selection....."A Gaiety Girl".....Jones
Extra.....
Polka....."Mein Roschen".....Anger
"God Save the Queen."

At an Emergency Meeting, held on the 29th November, of the Ararat Lodge of Royal Ark Mariners, Wor. Bro. G. P. Jordan, assisted by Wor. Bro. A. O'D. Gourdin, installed Bro. G. W. King, as Wor. Comdr. for the ensuing year. Wor. Comdr. N then invested his officers as follows:—Jr. Bro. J. Lockhead S., Bro. G. P. Lamert; Treas., Bro. J. A. Wheel; Scribe, Bro. H. W. Wolfe; J. D., Bro. Kent; D. C., Bro. E. A. Hickman; J. G., Bro. R. Bower; Steward, Bro. C. Robertson; Warder, Bro. J. Maxwell.

News was received in Shanghai on the 26th ult. from the North stating that the China Merchants' steamer *Trens*, flying the Chinese and the Red Cross flags, had been seized while en route to Tientsin by the Germans, but that after the search, presumably for contraband of war, she was released and allowed to proceed on her way. The *Trens* was chartered recently by a Chinese charitable association of local merchants and gentry to carry relief to poor and indigent southerners in the North and also to carry back, free of charge, such as desired to return to their homes.

Mr. John Barrett has succeeded in irritating somebody in Mexico or more probably the explanation is "politics." The *Mexican Herald* attacks him in this fashion:—"Uncle Sam has something more deplorable to the brain than the care of a white elephant. It is ex-Minister Barrett, who represented the U. S. at Bangkok, Siam. Mr. Barrett swoops through the reviewer, leaving articles on the eastern question, the duty of the United States to itself first and to yellow men, afterwards, thoughts on the Philippines, thoughts on China, views on Japan, and considerations on the commerce of the Orient." He is an imperialist, and is as big a bore as Atkinson, who is on the magazine side.

The first through train on the railway from Bangkok to Korat was to start on the 10th ult.

The statue of Lord Lansdowne has arrived in Calcutta, and will shortly be erected on the plain, opposite Lord Roberts' statue.

Three cases of cholera and one death occurred at the Lunatic Asylum, Singapore on the 17th inst. No further cases are reported by the latest Singapore papers.

The following entries have been received at Calcutta for the Victoria's Cup—*Decey*, *Henry*, *Stand-off*, *Cherry*, *Vigorous*, *Merloolae*, *Tubal Cain*, *Leonidas*, *Virago*, *Plutus*, *Toxoth*, *Strathroy*, *Amourette*, and *Euclid*.

Mr. Alfred Curjel, of the Hongkong and Shanghai Bank at Bangkok, was recently married at St. Paul's Church, Manningham (Bradford), to Mabel, daughter of Mrs. J. C. Groveham, of Merlewood, Grassington, Yorkshire.

The Blue Funnel steamer *Agamemnon* has made a remarkably quick passage down from Hongkong, says the *Straits Times* of the 19th ult. She left there at 10 a.m. on Wednesday last and arrived here at 2 p.m. on Sunday, the voyage thus occupying four days and four hours. The *Agamemnon* is the latest addition to the Blue Funnel fleet.

The Planters' Association of Tonkin recently discussed the question of coffee cultivation in that quarter. Enterprise there in that line is still in an experimental stage. The best soil and climate for coffee in that region remain still to be ascertained. The plantations started have met with small success. One main drawback to enterprise lies in the prevalence of typhoons. The climate of Cochinchina has been found to be too damp for Arabian coffee, but the Liberian kind thrives there. On the other hand the Arabian berry takes readily to the dry climate of Tonkin.

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There has been more than one attempt within the past two or three months on the part of foreigners to take photographs of the Colombo defences; but on each occasion the military guards have been successful in halting them. The Inspector-General of Police there has issued a circular to all division Inspectors defining the powers possessed by them, and asking them to instruct the men under them. A constable may take into his custody, from the caretaker of the fortifications, any one found taking or attempting to take photographs of the defences, and take such delinquent to the police station, provided he is accompanied by the caretaker—naval or military officer, non-commissioned officer, or soldier. The charge to be preferred against the offender, however, should be laid by the military authorities.

The Special Correspondent of the *Standard* at Tientsin, in the course of a letter to that journal, describing recent events in Peking, remarks:—"One regrets more and more every day that Japan's hand was stayed five years ago. She would not have shown this hesitation, and her instinct would have taught her to make China's lesson complete and lasting. If now the chastisement China needs and deserves is withheld, or is checked precisely at the moment when it begins to assume some semblance of punishment, the Power will be put but putting fresh roots in pickle for their own backs and courting, a few years hence, a repetition of the costly and arduous undertaking on which they are now engaged. An European nation in China's position would have already drained the dregs of humiliation. But China has not been touched. Her complacency is as great as ever; all that has happened is but so much irritation and inconvenience."

A writer in the *Pall Mall Gazette* is afraid lest Germany should elect to look out for coaling stations in some eligible portion of the Malay peninsula, which has not formally been included within the British Empire. The factum of Kra, he says, is pretty sure to have the greatest attraction for her. "France may, perhaps, and only perhaps, be held as debarred from seizing this point in virtue of her delimitation agreement with England relative to Siam, but what hold have we on Germany? Our former system of gradual absorption of the Malay States answered well enough in its day, but now that other Powers are in the field it is not time that England should 'wake up' and consolidate her virtual, but as yet loosely-asserted suzerainty over all those States? The isthmus of Kra is, for an enterprising Power, a particularly desirable part of the Malay peninsula, inasmuch as Ferdinand de Lesseps held it in *petto* as the field of a third canal which, if realized, would notably shorten the route to Far Eastern waters, and relegate Singapore to the rôle of Cape Town. Of course, and as usual, the scheme has been declared impracticable by British experts, but it does not, at any rate on the map, look more formidable than that of Suez has proved."

LOCAL MOVEMENTS.

The British transport *Uganda* arrived yesterday from Taku.

The British cruiser *Isis* arrived yesterday from Amoy.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

LONDON, 29th November, 8.25 p.m.

THE WORK OF PACIFICATION.

Count von Waldersee reports that allied expeditions are gradually accomplishing the pacification of the country.

GENERAL NEWS.

LONDON, 29th November, 8.25 p.m.

FRENCH CHAMBER'S SYMPATHY WITH KRUGER.

The French Chamber, at a session at which 559 members were present, unanimously, passed a resolution conveying a sincere expression of respectful sympathy with Mr. Kruger.

THE U. S. ARMY.

The U. S. Army Department has issued plans in favour of establishing a permanent effective army of 100,000 men.

REUTER'S SERVICE.

LONDON, 28th November.

BRITISH SOUTH AFRICA.

In reference to the rumour of a plot on his life, Lord Roberts telegraphs from Johannesburg that the police were aware for some time of the existence of the plot. Nine Italians and Greeks and one Frenchman who were arrested on the 16th are awaiting their trial. It appears that it was the intention to explode a mine under St. Mary's Church during the morning service of the 18th.

GREAT BRITAIN.—THE COMMANDER-IN-CHIEF'SHIP.

General Sir Evelyn Wood acts as Commander-in-Chief of the Army until the arrival of Lord Roberts, which is expected about the end of December.

BRITISH SOUTH AFRICA.

A reinforcement of 1,700 men sailed for the Cape yesterday.

The recrudescence of sedition and agitation in Cape Colony is estranging from the British the hitherto loyal Dutch, and the situation is serious.

FRANCE AND THE BOERS.

The French Government has refused to accept an interpellation in the Chamber suggesting that representations be made to Great Britain in favour of arbitration for the Boers.

RE-INFOREMENT OF THE CHINA SQUADRON.

It is stated that four new powerful cruisers will be commissioned for China early in 1901.

GREAT BRITAIN AND RUSSIA IN CHINA.

The *Times* is informed that Russia has intimated to Great Britain that she will only evacuate the Shanhaikwan railway if expenses of occupation are paid.

ROYAL HONGKONG YACHT CLUB.

On Sunday last, there being no regular race set down for decision, a few owners arranged to sail a handicap race for a sweepstake round course No. 3 via Channel Rocks, Kowloon Rock, Meyer's East Buoy, twice round, leaving all marks to port.

The following were the entrants and handicap:

| Boat | Handicap |
|-------------|----------|
| Bonito | allow |
| Isis | allow |
| Maid Marian | 1 10 |
| Boreen | 1 30 |
| Gloria | 1 50 |
| Meteor | 2 30 |
| Sybil | 4 30 |

There was a fresh easterly breeze and a gentle air tide all the afternoon. The start was somewhat impeded by the wreck of a large junk, a victim of the late typhoon, which is still lying right in the starting line, a serious obstruction to navigation; but all the above-mentioned yachts, with the exception of *Boreen*, which repeated her last year's performance of dropping her rudder, got safely away fairly level. It was a dead thrash to Channel Rocks, and some of the older boats found they had a trifle too much sail for comfort. The *Isis* and *Bonito*, however, stood well up to their canvas, and taking the better course, had established a good lead on the rest by the time the first mark was reached. *Isis* got away at first, but *Bonito* caught her off North Point and was never again headed. *Bonito* seems a greatly improved boat this year, for while maintaining the undoubted superiority she showed to windward last year, she appears far less sluggish than formerly. *Maid Marian* went well to start with, but extinguished her chance by taking a long board into Kowloon Bay, where she got out of both wind and tide.

The times at the finish were:

| Boat | Time |
|-------------|---------|
| Bonito | 3 19 40 |
| Isis | 3 20 15 |
| Maid Marian | 3 23 30 |
| Meteor | 3 25 25 |
| Gloria | 3 31 0 |
| Sybil | 3 41 0 |

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 28th ult., left Singapore on Thursday the 29th ult. at 4 p.m., and may be expected here on or about Tuesday morning, the 4th inst.

The steamer *Dardanus* left Singapore on the 29th ult., and is due here on the 4th inst.

The Imperial German Mail steamer *Prinzess Irene*, carrying the German mails with dates from Berlin of the 12th ult., left Colombo on Thursday, the 29th ult. p.m., and may be expected here on or about Monday, the 10th inst.

The M.M. steamer *Deception* left Saigon yesterday morning at 6 a.m., and is due here on Monday morning, the 3rd inst.

ST. ANDREW'S BALL.

Yesterday being St. Andrew's Day, the annual ball promoted by the St. Andrew's Society of Hongkong took place in the City Hall. In the early days of the colony, when the European residents were limited, a cordial invitation was extended to practically all, but as the white population of the colony increased the ball-rooms became more and more crowded until the committee have been compelled to keep the invitations within bounds. We understand that about a thousand were sent out, and they were readily responded to. Unlike most functions of the kind, even the non-dancing man can spend a pleasant hour or so at this great Scottish reunion. Independent of the accommodation provided for them downstairs, where they can enjoy a rubber with their friends, it is interesting to watch the dancers fitting to and fro. The beautiful dresses of the ladies, intermingled with the sombre evening dress of the civilian and the brilliant uniforms of the Navy and Army men, present a spectacle well worth witnessing. The effect is still further enhanced by the garb of ancient Gaul worn by quite a number of those present.

As in previous years the whole of the rooms in the City Hall were pressed into service—the halls as ball-rooms, the library as card-room and bar, and the theatre as supper-room. No one who has attended previous gatherings of the kind could fail to be struck with the fact that elaborate as have been the decorations heretofore, they were excelled this year. The most noticeable feature after one had emerged from the luxuriant mass of greenery in the vestibule was a huge thistle outlined with electric lamps of different hues. This was at the head of the grand staircase and excited general admiration. Beneath was an immense mirror partly embowered in plants, and the windows above were draped with the Royal Standard, the effect being enhanced by trophies of brightly burnished swords. Further evidence of the character of the gathering was seen in the St. Andrew's shields, with thistles, which adorned the walls of the second staircase. The top landing was a veritable bower, embellished by flags and trophies of different kinds. Coming to the ball-rooms, no one who had attended the ball before required to be told that exceptional care had been bestowed on their decoration. St. Andrew's Hall in particular looked considerably better than heretofore. At the far end of the room was the Scottish Coat-of-Arms surmounted by the Royal Coat-of-Arms and a view of Hongkong Harbour, the whole being draped with blue and red ensigns. The portrait of the Duke of Edinburgh at the other end of the room was between a huge Scottish flag and a Union Jack. The windows in both halls and the ante-rooms were draped with striped curtains, which added much to their cosy appearance. At intervals it has always been the custom to decorate the walls with shields bearing the St. Andrew's cross, but this year the idea has been improved upon considerably. The shields were flanked by flags—the Scottish, St. George's Cross, and the green flag with the harp of the Emerald Isle—while underneath were smaller shields with the rampant lion of Scotland, the Irish harp, or the Royal Standard. Along with the shields were the names of the counties of Scotland, the Highland counties being in St. Andrew's Hall, the Lowland counties in St. George's Hall, and the Midland counties in the ante-room. In St. George's Hall the fine portrait of Her Majesty the Queen was flanked by the Irish flag and the Royal Standard. The band stand dividing one hall from the other was decorated with arched white above the band in St. Andrew's Hall was the banner of the local society. In the ante-room was a portrait of the first president of the society, the Hon. Phineas Riley. The decorations in the theatre were pretty much as usual. The wall was adorned with shields bearing the rampant lion and the thistle, and the pillars above were entwined with greenery and joined together by festoons. On the stage were a couple of howitzers, these, together with the other military decorations, having been procured and arranged by Lieutenant Ogilvie, R.A.

His Excellency the Governor and party arrived soon after nine o'clock, and were welcomed by the President of the St. Andrew's Society (Mr. James McKie) and several leading members of the committee, some of whom, including Mr. D. Gillies and Captain Anderson, were attired in kilts. After a short stay in the ante-room, the guests, led by the way to the ball-room. Here a strain of the National Anthem was played by the band of the Royal Welsh Fusiliers, and then the ball was opened.

The set of the President of the Society (Mr. James McKie) in the opening dance (Lancers) was made up as follows:—Mr. James McKie and Lady Blake; Sir Henry A. Blake and Mrs. Gascoigne; Major-General Gascoigne and Mrs. Stewart Lockhart; Sir John Carrington and Mrs. Lew; the Hon. J. H. Stewart Lockhart and Mrs. H. W. Robertson; the Hon. W. Moir Goodman and Mrs. Anderson; the Hon. J. F. Keavick and Mrs. Powell; Mr. David Gillies and Mrs. Goodman.

The following was the Programme:—

1. Lancers.....*Clashach Bigh*
2. Waltz.....*Rustaw Racoon*
3. Caladonia.....*An Comann Gaelach*
4. Waltz.....*Uilleam's Calum's Motay*
5. Highland Reel.....*Don Bannan an reang nan Eileanan*
6. Waltz.....*Ben Cruachan*
7. Caladonia.....*Glen Albyn*
8. Strathpey & Reel.....*Faithle Shammas Mory*
9. Waltz.....*Burack Bann Chinnis Arach*
10. Fast Toss.....*Doonach nam Brighdean*
11. Polka.....*Doonach nam Brighdean*
12. Waltz.....*Doonach nam Brighdean*
13. Highland Schottische.....*Tulach Ard*
14. Caladonia.....*Armore*
15. Waltz.....*Kear a Chian Mhoir*
16. Strathpey & Reel.....*Colar Beth*
17. Waltz.....*Buadhach na Corrach*
18. Lancers.....*Clashach Bigh*
19. Waltz.....*Uilleam's Calum's Motay*
20. Eightome Reel.....*Port more McEwen*
21. Waltz.....*Doonach nam Brighdean*
22. Waltz & Group.....*Auld Lang Syne*

Supper was commenced at half past eleven, when the Governor's party, headed by Piper Sinclair, took their places at the President's table on the stage of the theatre. The party included those forming the President's staff at the opening of the hall, and in addition the following:—The Hon. Sir Thomas Jackson and Mrs. Williams, Colonel the O'Connell, and Commodore Powell and Miss Powell. The haggis was carried to the President's table by Mr. A. Stewart, headed by Piper Sinclair.

The following was the Menu:—
"Some meat and some eat."
And some eat what they can eat,
But we must eat and we can eat,
And see the Lord be thanked."

Turtle Soup.
Saddle of Mutton.
York Ham.
Roast Turkey.
Corned Beef.
Corned Tongue.
Game Pie.
Pâté de Fois Gras in Jelly.
Lobster Salad.
Chicken Salad.
Roast Phasant.
Roast Wild Duck.

THE HAGS.
Hot Potatoes.
"Fair to your honest, honest face,
Great chief of the puddin' race,
Abide them a' ye tak' your place."

"Freedom and whisky gae together,
Tak' a' your dram."
Gooseberry Tart.
Puff.
Jam Tarts.
Jellies.
Vanilla and Chocolate Ice Cream.
Scotch Shortbread.

"We'll tak' a cup o' kindness yet for auld lang syne."

On the proposition of the President the toast of "The memory of St. Andrew" was drunk in solemn silence.

The President announced that telegrams of greeting had been despatched to the kindred societies at Yokohama and other Eastern ports, and read greetings which had been received by the Hongkong Society.

The message sent from Hongkong to Shanghai, Singapore, Kobe, Yokohama, Manila, and Tientsin ran as follows:—
"Hongkong, brother Scots greet—brother Scots, welcome."

The following were the replies:—
From Manila: "Chief Cadell and Manila Scots send kindly greeting to brother Scots in Hongkong, Hutton."

From Yokohama: "President, your brother Scots send greeting."

From Shanghai: "President Brodie Clark and brother Scots send hearty greeting."

From Tientsin: "Greeting frae brother Scots, Tientsin."

From Singapore: "Singapore Scots send kindly greeting to Hongkong brother Scots, St. Clair."

From Shanghai: "Hoo's a' we're?"

From Amoy: "Here's the one, who's like us."

The whole arrangements were carried out most satisfactorily. Mr. David Wood filled the onerous duties of secretary, and he was ably assisted by energetic committees.

The different Committees were made up as follows:—

Invitation Committee.—Hon. J. H. Stewart, Lookhart, C.M.G., Captain Hon. E. W. F. Trefusis, Messrs. J. A. Marshall, H. W. Robertson, R. F. Johnston, J. A. Mackay, W. F. Playfair, J. M. Forbes, and David Wood, Hon. Sec. (Convener).

Supper and Wine.—Messrs. T. F. Hough (Convener), H. F. Carmichael, J. L. Houston, A. C. More, W. Ramsay, A. Rodgers, J. Rodger, G. C. Fullerton, T. Skinner, Peter Dow, J. Maclehoose, C. Sherrington, A. F. Williamson, A. Ellis, M. Morrison, C. McD. Smart, A. Moir, Duncan Clark, W. Malcolm Watson, Maxwell Watson, F. Maitland, C. S. Sharp, and Hon. Sec.

Decorations.—Messrs. J. B. Macle (Convener), E. Mitchell, E. J. Main, A. J. Ewing, W. Armstrong, J. W. Kinghorn, J. Kirkwood, A. Reid, W. C. Jack, J. I. Andrew, A. R. Grievie, J. Brownhill, P. W. Sergeant, Jas. Macdonald, L. W. L. Campbell, R. A. L. Gordon Ogilvie, R. A. John Dickie, Capt. A. Milroy, and Hon. Sec.

Dancing and Music.—Hon. J. V. Kerrich, Captain E. A. Campbell, R. A. Messrs. G. C. Anderson, E. F. Mackay, J. H. C. McMurtrie, Alan Stewart, W. Nicholson, O. D. Thomson, A. Sinclair, R. F. Johnston, J. A. Mackay, Murray Stewart, H. W. Fraser, and Hon. Sec.

Card Room.—Hon. A. M. Thomson, Messrs. G. Murray Bain, D. E. Brown, J. B. M. Smith, A. Curtis, and Hon. Sec.

Ladies Room.—Mr. D. R. Crawford and Dr. Young.

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POLICE COURT.

Friday, 30th November.

BEFORE MR. HAZELAND.

DOCTOR AND MUSICIAN IN THE DOCK.

Kwong Kwai Lam, 32, doctor, 4, West Street, and U Shui Cho, 36, musician, 208, Hollywood Road, were charged on remand first, with having on the 29th ult. in Victoria, unlawfully and feloniously administered to the complainant, The Pan, merchant, 228, Queen's Road Central, a stupefying, overpowering drug, with intent to enable themselves to commit a larceny; second, with stealing from the complainant \$1,250 and four sovereigns; and third, with obtaining unlawfully from the complainant certain money—to wit, \$1,250 and four sovereigns—by false pretences.

Both defendants, whose bail amounted to \$5,000 each, pleaded not guilty.

Mr. Rogers is prosecuting, and Messrs. Mounsey and Grist are defending.

The judge of the complaint, master of the Kwong-ki ship at 228, Queen's Road Central, was the first witness called for the prosecution.

On the 29th ult. he went out to make some purchases having in his possession \$1,250 and four American gold coins, each valued at \$10.

He got the money from his wife. While engaged bargaining for the exchange of the four American coins at a shop near the fire brigade station, he encountered a second defendant, who invited him to go and hear the "singing girls."

On the way they met another man—a friend of the complainant—and all three then went to the house of the second defendant. They ascended to the second floor, and the second defendant called for "the mandarin," who proved to be the first defendant. Shortly after the arrival of the latter, the second defendant gave the witness a cup of tea.

As soon as he drank the tea he felt himself becoming giddy, just like a drunken man, and presently relapsed into unconsciousness. While he lay thus the two defendants took his money, part of which was wrapped in a handkerchief and part carried loose in his pockets.

It was about seven p.m. The first defendant was in the room then, but the first had gone. There were also present four girls and two women. Witness was awakened by his wife, who gave him some "sugar-water."

When he awoke he was still on the opinion he had first laid down on. When witness discovered the loss of his money, he asked the second defendant who had stolen it, and getting no satisfactory answer, called for the first defendant. He walked until between eleven and twelve, but the first defendant did not come. The second defendant then said:—"I'll go and fetch him myself," and went away. He did not come back, nor did the first defendant. Witness waited till after twelve o'clock, and then reported the robbery to the police.

Mr. Mounsey then proceeded to cross-examine.

Witness started business in Hongkong with \$4,000, of which there now remained a balance of several hundreds, locked up for the most part in trade between Amoy and Hongkong.

When he was going out to make purchases, or to transact business in any way, he usually carried the money in his pocket, and gave the key of the safe to his wife.

He met the second defendant on the 29th, the latter persuaded him to go to the "singing-songs." It was not improbable that a "singing-song" should be going on at three o'clock in the afternoon. He had not at any time engaged in the smuggling of arms into China, and was not aware that he was recognized as a smuggler by the Chinese in the colony.

The two hundred silver dollars he carried in his pocket had been collected from the Tai Ho Tai shoe-shop at 5, Queen's Road Central, from which he had a commission to buy leather goods.

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG & ETC | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--------------------------------|---------------|------------|-------|----------------------|----------------------|----------------------------|
| LONDON, &c., VIA PORTS OF CALL | Sobraon | Brit. str. | — | L. M. Wilmer, R.N.E. | P. & O. S. N. Co. | On 8th inst. at Noon. |
| LONDON | Antenor | Brit. str. | — | Jackson | BUTTERFIELD & SWIRE | On 11th inst. |
| LONDON | Socotra | Brit. str. | — | T. H. Hido, R.N.E. | P. & O. S. N. Co. | On or about 13th inst. |
| LONDON | Calchas | Brit. str. | — | Bartlett | BUTTERFIELD & SWIRE | On 25th inst. |
| LONDON | Achilles | Brit. str. | — | Brown | BUTTERFIELD & SWIRE | On 8th Jan. |
| LIVERPOOL | Ulysses | Brit. str. | — | Tillotson | BUTTERFIELD & SWIRE | On 7th inst. |
| LIVERPOOL | König Albert | Ger. str. | — | Edmondson | MELCHERS & CO. | On 14th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | O. Cuppers | MELCHERS & CO. | On 12th inst. at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Peydant | MELCHERS & CO. | On 3rd inst. at 1 P.M. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | W. Bainbridge | MELCHERS & CO. | On 14th inst. at Daylight. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | A. Wagner | MELCHERS & CO. | On or about 8th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Font | MELCHERS & CO. | On or about 20th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hempel | MELCHERS & CO. | On or about 30th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Schmidt | MELCHERS & CO. | On or about 8th Jan. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Bakke | MELCHERS & CO. | On or about 20th Jan. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | E. G. Walker | MELCHERS & CO. | To-day, at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 15th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On or about 20th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On or about 28th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | Quick despatch. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 19th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 3rd inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On or about 1st inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 4th inst. at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 14th inst. at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 18th inst. at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 10th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 10th inst. at 4 P.M. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 14th inst. at Daylight. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On or about 6th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | To-day, at 5 P.M. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 7th inst. at Daylight. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 21st inst. at Daylight. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 25th inst. at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 5th inst. at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | To-day, at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On or about 3rd inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 4th inst. at 4 P.M. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On or about 4th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On or about 8th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | Quick despatch. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | To-morrow, at Daylight. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | To-morrow, at Daylight. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 5th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 12th inst. at Daylight. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 4th inst. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 4th inst. at 5 P.M. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 10th inst. at 4 P.M. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 12th inst. at Noon. |
| LIVERPOOL | Yuzen Kaisha | Brit. str. | — | Hansen | MELCHERS & CO. | On 10th inst. P.M. |

OCEAN STEAMSHIP COMPANY.

| FOR | STEAMERS | CAPTAINS | TO SAIL |
|-----------|----------|-----------|----------------------|
| LONDON | ANTENOR | Jackson | 11th December, 1900. |
| LONDON | CALCHAS | Bartlett | 25th December, 1900. |
| LONDON | ACHILLES | Brown | 8th January, 1901. |
| LIVERPOOL | ULYSSES | Tillotson | 7th December, 1900. |
| LIVERPOOL | ULYSSES | Edmondson | 14th December, 1900. |

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents O. S. S. Co.

Hongkong, 1st December, 1900.

[3028]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | SAILING DATES |
|------------------------------------|--------------------------------|
| KONIG ALBERT | WEDNESDAY 12th December. |
| PRINZ HEINRICH | WEDNESDAY 26th December. |
| PREUSSEN | WEDNESDAY 9th January, 1901. |
| HAMBURG (Hamburg-Amerika Linie) | WEDNESDAY 23rd January, 1901. |
| SACHSEN | WEDNESDAY 6th February, 1901. |
| KIAUTSCHOU (Hamburg-Amerika Linie) | WEDNESDAY 20th February, 1901. |
| BAYERN | WEDNESDAY 6th March, 1901. |
| STUTTGART | WEDNESDAY 20th April, 1901. |
| KONIG ALBERT | WEDNESDAY 3rd April, 1901. |
| PRINZ HEINRICH | WEDNESDAY 17th April, 1901. |
| PREUSSEN | WEDNESDAY 1st May, 1901. |
| PRINZESS IRENE | WEDNESDAY 15th May, 1901. |

ON WEDNESDAY, the 12th day of December, 1900, at NOON, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Capt. O. Cuppers, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 10th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 11th December, and Parcels will be received at the Agency Office until NOON on TUESDAY, the 11th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 29th November, 1900.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

"EMPRESS OF JAPAN", Comdr. H. Pybus, R.N.E., WEDNESDAY, 14th Dec., 1900.
 "EMPRESS OF CHINA", Comdr. R. Archibald, R.N.E., WEDNESDAY, 18th Jan., 1901.
 "EMPRESS OF INDIA", Comdr. C. P. Marshall, R.N.E., WEDNESDAY, 18th Feb., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World-Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 22nd November, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES |
|-----------------|--|---------------------------------|
| WAKASA MARU | YOKOHAMA | FRIDAY, 7th Dec., at DAYLIGHT. |
| J. B. Macmillan | YOKOHAMA | FRIDAY, 7th Dec., at DAYLIGHT. |
| HIROSHIMA MARU | (BOMBAY, VIA SINGAPORE, and COLOMBO) | WEDNESDAY, 12th Dec., at Noon. |
| YAMATO MARU | (MAGSALLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID) | FRIDAY, 14th Dec., at DAYLIGHT. |
| KANAGAWA MARU | (YOKOHAMA) | FRIDAY, 21st Dec., at DAYLIGHT. |
| J. B. Macmillan | (YOKOHAMA) | FRIDAY, 21st Dec., at DAYLIGHT. |
| YAMATO MARU | (NAGASAKI, KOBE and YOKO) | FRIDAY, 21st Dec., at Noon. |
| A. E. Moore | (HAMA) | FRIDAY, 21st Dec., at Noon. |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the CANADIAN PACIFIC RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. E. MITARA,

Manager.

Hongkong, 29th November, 1900.

[12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL ON | REMARKS. |
|-----|----------|------------|----------|
|-----|----------|------------|----------|

SHANGHAI AND JAPAN { About 4th Dec. } Freight or Passage.
 PAN { G. K. Wright, R.N.E. } Dec.

LONDON, &c. { SOBROON } Noon, 8th Dec. } See Special Advertisement.
 { L. M. Wilmer, R.N.E. } Dec.

SHANGHAI { BENGAL } About 8th Dec. } Freight or Passage.
 { S. Barcham, R.N.E. } Dec.

LONDON { SOOTRA } About 13th Dec. } Freight only.
 { T. H. Hido, R.N.E. } Dec.

PASSENGER SEASON, 1901.

S.S. PLASSY 7,240 tons March 30th } MARSEILLES AND LONDON DIRECT
 S.S. SOBROON 7,392 tons April 27th } Without Transshipment.

For further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 30th November, 1900.

HAMBURG-AMERIKA LINIE

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AMERICA { HAVRE, BREMENHAVEN, and HAMBURG } About 8th Dec. } Freight.
 Capt. A. Wagner { (London with transshipment in Hamburg) } Dec.

ARAGONIA { HAVRE & HAMBURG } About 20th Dec. } Freight.
 Capt. Fort { (London with transshipment in Hamburg) } Dec.

WITTENBERG { HAVRE & HAMBURG } About 30th Dec. } Freight.
 Capt. Hempel { (London with transshipment in Hamburg) } Dec.

SAMBIA { HAVRE & HAMBURG } About 8th Jan. } Freight.
 Capt. Solmidt { (London with transshipment in Hamburg) } Jan., 1901.

HOLSATIA { HAVRE & HAMBURG } About 20th Jan. } Freight.
 Capt. Bakke { (London with transshipment in Hamburg) } Jan., 1901.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OBTASTATISCHER FRACHTDAMPEFER DIENST.

Hongkong, 24th December, 1900.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

STEAMER. TONS. CAPTAIN. PROPOSED SAILING.

TACOMA 2,811 A. Dixon December 3

BREMER 3,601 W. Watt December 6

GOODWIN 4,421 A. Jackson December 12

DUKE OF YORK 3,821 J. S. Cox December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, \$45.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park and other points of interest.

HONGKONG TO VICTORIA AND TACOMA, \$25.

The best route to the TACOMA GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DIXIE and ST. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 24th November, 1900.

[10]

SHIPPING.

ARRIVALS.

Nov. 30, TAIWAN, British str., 1,109, Harrier, Canton 29th Nov., General.—BUTTERFIELD & SWIRE.

Nov. 30, HANGCHOW, British str., 999, Pearce, Canton 29th Nov., General.—BUTTERFIELD & SWIRE.

Nov. 30, WONGKAI, German str., 1,115, T. V. Bruhl, Bangkok 22nd November, General.—BUTTERFIELD & SWIRE.

Nov. 30, UELANA, British transport, 3,384, Wilson, R.N.E., Taku 10th November.

Nov. 30, CHOYANG, British str., 1,194, Bowker, Canton 3th Nov., General.—JARDINE, MATHESON & CO.

Nov. 30, Isis, British cruiser, 5,650, Geo. M. Henderson, Amoy 29th November.

Nov. 30, BRAND, Norwegian str., 1,520, Thronsen, Probolinggo 11th Nov., Sugar.—DODWELL & CO., LTD.

Nov. 30, EMPRESS OF JAPAN, British str., 5,904, H. Pybus, R.N.E., Vancouver 5th Nov. and Shanghai 27th, Mails and General.—C. P. B. Co.

Nov. 30, PAX, Belgian str., 1,304, Dumster, Manila 27th Nov., Wood.—MELCHERS & CO.

Nov. 30, PERLA, British str., 1,256, E. W. Almond, Manila 27th Nov., Hemp and Sugar.—SHEWAN, TOMES & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 30th NOVEMBER.

Dunan, Austrian str., for Saigon.

Hanchow, British str., for Shanghai.

Kwangle, British str., for Shanghai.

Hue, French str., for Kwong-chow-wan.

Mongkut, German str., for Bangkok.

Hailong, British str., for Haiphong.

Choyang, British str., for Shanghai.

Brand, Norwegian str., for Bangkok.

Lokang, British str., for Bangkok.

DEPARTURES.

Nov. 30, UMIA, British transport, for Calcutta.

Nov. 30, AWA MARU, Jap. str., for London.

Nov. 30, MILOS, German str., for Portland, Or.

Nov. 30, HAITAN, British str., for Swatow.

Nov. 30, BENLARI, British str., for Nagasaki.

Nov. 30, HAILONG, British str., for Haiphong.

Nov. 30, CHOYANG, British str., for Bangkok.

Nov. 30, MONGKUT, German str., for Bangkok.

Nov. 30, BRAND, Norwegian str., for Moji.

VESSELS IN DOCK.

ANDERSEN DOCK—Eva.

KOWLOON DOCK—Tarab, Clara, Hercules.

VESSELS ON THE BERTH. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-ROSTRE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.

ON MONDAY, the 3rd December, 1900,
at 1 p.m., the Company's Steamship
"ANNAM," Captain Poydenot, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with
the S.S. *Australia*, which will take on
her Passengers and Mails, leaving that port on
the 15th December direct to Suez, Port Said
and Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m.
Specie and Parcels until 3 p.m. on the 2nd
December. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th November, 1900.

**THE OSAKA SHOSEN KAISHA,
LIMITED.**

**FOR FOCHOVIA VIA SWATOW AND
AMOI.**
THE Company's Steamship
"AKASHI MARU."
Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 5th
December.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 22nd November, 1900. [2524]

TOYO KISEN KAISHA. TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 12, 1900, at NOON.
NIPPON MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.
AMERICA MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

THE Twin-Screw Steamship
"HONGKONG MARU"
will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on TUESDAY, the 12th December,
1900, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 20th November, 1900. [15]

NATAL LINE OF STEAMERS.

THE Underlined GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA in connection with INDO-
CHINA STRAIT Navigation Co.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for (1) PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 20th August, 1897.

VESSELS ON THE BEATH U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

**VIA INLAND SEA OF JAPAN AND
HONOLULU.**

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

**THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU on TUESDAY, the
4th December, at NOON.**

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.
the day previous to sailing. Parcel Packages
will be received at the office until 5 p.m. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 9th November, 1900. [3]

GLEN LINE OF STEAMERS.

FOR NEW YORK.
"GLENARTNEY."
Captain E. G. Warner, will be despatched for
the above port on WEDNESDAY, the 12th
December.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2940]

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AIRLIE."
Captain St. John George, will be despatched for
the above ports on FRIDAY, the 14th Decem-
ber, at DAYLIGHT.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st November, 1900. [2948]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"DEVONSHIRE"
will be despatched for the above port on or about
the 20th December, 1900.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 9th November, 1900. [285]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
States of Maine, American ship, Colored—
Standard Oil Co.

VESSELS ON THE BERTH CHINA NAVIGATION COMPANY, LIMITED.

FOR WEI-HAI-WEI.
THE Company's Steamship
"TAIYUAN."
Captain Nelson, will be despatched as above
on TUESDAY, the 4th December, at NOON.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1900. [2942]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"SUNGKIANG."
Captain Moore, will be despatched as above
on TUESDAY, the 4th December, at 4 p.m.

The attention of Passengers is directed to
the Superior Accommodation offered by this
twin screw Steamer.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th November, 1900. [2980]

NORDEUTSCHER LLOYD.

**FOR GERMAN COLONIAL AND
AUSTRALIAN PORTS.**

Calling at SAIPAN, PONAPE, FRIEDRICH-
WILHELMSHAFEN, PINSCHAFEN, HER-
BERTS-HÖHE, TOWNSVILLE, BRISBANE and
SYDNEY.

Taking Cargo at through rates to MELBOURNE,
ADELAIDE, NEWCASTLE, FLEMMANTLE,
AUCKLAND, WELLINGTON, GISBORNE,
NAPIER, WANGANUI, DUNEDIN,
and HOBART.

THE Company's Steamship
"MÜNCHEN."
Captain Krebs, will leave for the above ports
on or about 6th December.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 23rd November, 1900. [2906]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

**TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES.**

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at NOON.
Corric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at NOON.

THE Company's Steamship "GALIC"
will be despatched for SAN FRAN-
CISCO via SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA, and
HONOLULU on TUESDAY, the 11th
December, 1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 19th November, 1900. [4]

THE OSAKA SHOSEN KAISHA, LIMITED.

**FOR SWATOW, AMOI, AND
TAIWANFOO.**
THE Company's Steamship
"ANPING MARU."
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 12th
December, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 20th November, 1900. [1443]

FOR NEW YORK

THE 3/3 L. II British Bark
"K. MORROW"
Shortly expected from MANILA, will load here
for the above port and will have quick despatch.
For Freight, apply to
ALPHONSE, KARRBERG & CO.,
Agents.
Hongkong, 19th November, 1900. [2883]

VESSELS ON THE BERTH THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

**STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.**

**THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PRESIAN GULF, CONTINENTAL
AND AMERICAN PORTS.**

THE Company's Steamship
"SOBRON."
Captain L. M. Wilmer, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
port for Bombay on SATURDAY, the 8th Decem-
ber, at NOON, taking passengers and cargo for
the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 20th November, 1900. [1]

AUSTRIAN LLOYD'S STEAM-NAVI- GATION COMPANY.

**STEAM FOR SINGAPORE, COLOMBO,
AND BOMBAY.**
(In close connection with the Company's
accelerated line to TRIESTE.)

THE Company's Steamship
"MARIA TERESA."
Captain Rassevich, will be despatched as above
on MONDAY, the 10th December, p.m.

For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 20th November, 1900. [6]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

**IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.**

**PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.**

**TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.**

**THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.**

S.S. "CARLSLE CITY" On 10th Dec.
3,002 Tons
S.S. "KYAVER" On 12th Dec.
2,463 Tons

THE Steamship "CARLSLE CITY"
will be despatched for SAN DIEGO and
SAN FRANCISCO via MOJI, KOBE,
YOKOHAMA, INLAND SEA, and
HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 15th November, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

**FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.**
THE Company's Steamship
"CHINGTU."
Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 p.m.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provisions
during the entire voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the EASTERN AND AUSTRAL-
IAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2954]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"VERONA."
Captain Hansen, will be despatched for the
above port on or about 29th December.

For Freight apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th November, 1900. [2853]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.
PAUL BREWITT,
2 Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING
THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL.

BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS
W. BREWEE & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS
KANG ON,
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.
THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aera-
tized Waters, Dealers in Photographic
Requisites, Queen's Road.

**WATKINS, LD. APOTHECARIES' HALL, 60,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, &c.**

CURIO DEALER
KWONG HING,
China Porcelain, Crockery Ware, &c.,
Queen's Road Central.

DENTISTS
WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAWERS
EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR
SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour:—"Sperry's xxx,"
"Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN
A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS
THE MUTUAL STORES,
SUB-AGENTS LIPTON, LD.,
8 and 10 D'Aguilar Street.
Provision and General Merchants.

JEWELLERS
KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Carvers and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

WAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curtains, Bridles, Human Hair, Fea-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING
COMPANY, Head-office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT
WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS
A. FONG,
The largest and most complete Studio in
Hongkong. Established 1850. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

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